

SCARIFYING PAVEMENT
 ☉ STA. 249+75 - 257+25

CONSTRUCT T.H. 33 APPROACH
 T.H. 33 ☉ P.O.T. 248+53.57, 20' LT.

BREAKAWAY CABLE TERMINAL

LT
 ☉ STA. 249+40 - 249+65
 REV. STA. 252+15 - 252+40

RT
 ☉ STA. 248+25 - 248+50
 ☉ STA. 251+15 - 251+40
 ☉ STA. 251+75 - REV. STA. 252+00

STEEL BEAM GUARD RAIL

LT
 ☉ STA. 249+65 - REV. STA. 252+15

RT
 ☉ STA. 248+50 - 251+15
 REV. STA. 252+00 - ☉ STA. 260+00

LT CONSTRUCT DRIVE RT.

REV. STA. 252+50 (14' WIDE, GRAV.)
 REV. STA. 255+80 (14' WIDE, GRAV.)
 REV. STA. 257+55 (14' WIDE, GRAV.)
 T.H. 33 ☉ P.O.T. 71+12 (14' WIDE, BIT.)

REV. STA. 244+91 (14' WIDE, GRAV.)
 ☉ STA. 251+30 (14' WIDE, GRAV.)
 T.H. 33 ☉ P.O.T. 71+49 (35' WIDE, GRAV.)

PUB. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	VT		19		

REMOVAL & DISPOSAL OF GUARD RAIL

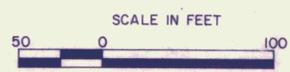
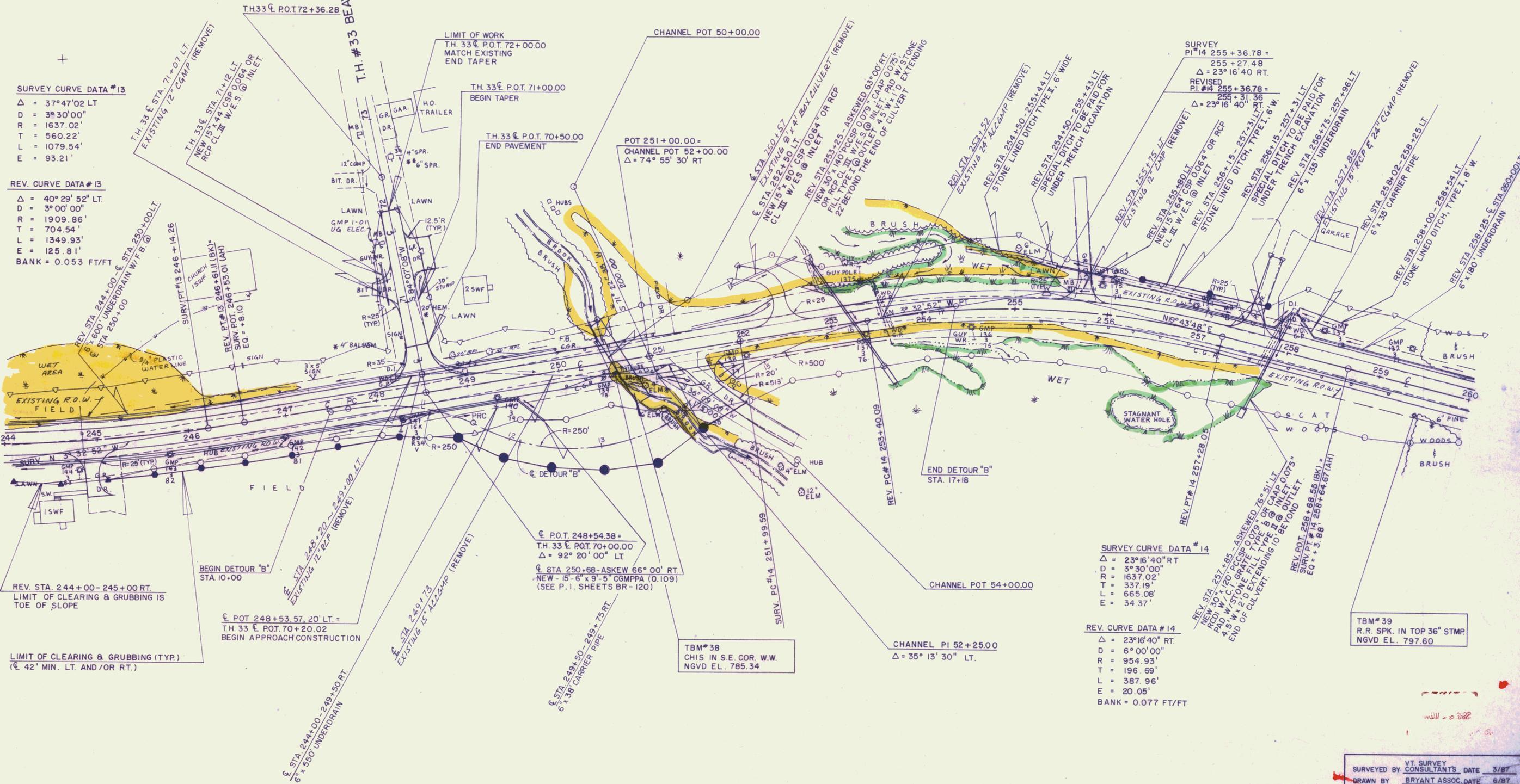
☉ STA. 250+01 - 251+06 LT.
 ☉ STA. 250+10 - 251+14 RT.
 REV. STA. 255+28 - ☉ STA. 259+14 RT.

SURVEY CURVE DATA #13

$\Delta = 37^\circ 47' 02''$ LT
 $D = 3^\circ 30' 00''$
 $R = 1637.02'$
 $T = 560.22'$
 $L = 1079.54'$
 $E = 93.21'$

REV. CURVE DATA #13

$\Delta = 40^\circ 29' 52''$ LT.
 $D = 3^\circ 00' 00''$
 $R = 1909.86'$
 $T = 704.54'$
 $L = 1349.93'$
 $E = 125.81'$
 BANK = 0.053 FT/FT



SURVEY CURVE DATA #14
 $\Delta = 23^\circ 16' 40''$ RT
 $D = 3^\circ 30' 00''$
 $R = 1637.02'$
 $T = 337.19'$
 $L = 665.08'$
 $E = 34.37'$

REV. CURVE DATA #14
 $\Delta = 23^\circ 16' 40''$ RT
 $D = 6^\circ 00' 00''$
 $R = 954.93'$
 $T = 196.69'$
 $L = 387.96'$
 $E = 20.05'$
 BANK = 0.077 FT/FT

TBM #39
 R.R. SPK. IN TOP 36" STMP
 NGVD EL. 797.60

PRINTED

NOV 09 1992

VT SURVEY CONSULTANTS DATE 3/87
 SURVEYED BY BRYANT ASSOC. DATE 6/87
 DRAWN BY DATE
 TRACED BY DATE
 U.S. ROUTE 2 - MARSHFIELD
 PROJ. NO. FECC F 028 - 3(28)
 SHEET 91 OF 352